

Martell's Brandies
are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
458

The China Mail

ESTABLISHED 1845.

D. C. L.
Old Tom Gin.
The most reliable Gin
on this market.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
458

No. 12,897.

號九廿月七年四零百九千一英

HONGKONG, FRIDAY, JULY 29, 1904.

日七十月六年辰甲

PRICE, \$3.00 Per Month.

WHISKY.
V. O. B.
BLENDED
Charles Mackinlay & Co.,
LEITH.
\$12.00 per Case.
MACEWEN, FRICKER & CO.,
3, DUNDAS STREET,
Hongkong, July 26, 1904. 2547

Intimations.
BANK HOLIDAY.
IN accordance with Ordinance No. 6 of
1875 the EXCHANGE BANKS will
be CLOSED for the Transaction of Public
Business on MONDAY, the 1st AUGUST.
Hongkong, July 27, 1904. 1370
FIRE INSURANCE ASSOCIATION OF
HONGKONG.
SUMMER HOLIDAY.
It is hereby notified that FIRE INSUR-
ANCE OFFICES will be CLOSED
for the Transaction of Public Business on
MONDAY, the 1st AUGUST.
By Order, A. R. LOWE, Secretary.
Hongkong, July 28, 1904. 1384

NOTICE.
TO WHOM IT MAY CONCERN, I
WILL NOT BE RESPONSIBLE
for any Debts contracted by Mr. MAR-
SHALL from this Date.
Mrs. A. MARSHALL,
Criterion Hotel, Central.
Hongkong, July 25, 1904. 1348

THE RAMSGATE OF HONGKONG.
METROPOLE HOTEL.
THREE Miles out on the Shau-ki-wan
Road, half an hour by Ricksha.
THE ONLY HOUSE ON THE ROAD.
The popular resort of the Colony, occupy-
ing a charming Scenic Situation and
commanding the most extensive view of the
Harbour and Kowloon Peninsula.
Electric Trams pass the Door.
There is also Accommodation for a few
Boarders.

GOOD SEA BATHING.
Refreshments Served of the FINEST
QUALITY ONLY.
PRIVATE TIFINS AND DINNERS
Prepared in First-class Style on the shortest
notice.
Dinner Parties and Picnics Catered for.
JAS. CHRISTIE,
Proprietor and Manager.
Hongkong, July 28, 1904. 1385
THE AMERICAN SYSTEM
OF
DENTISTRY.
Dr. M. H. CHAUN,
37, Des Voeux Road Central, Hongkong.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1386

S. IEN TING,
Surgeon Dentist,
No. 14, D'ARQUER STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 622

THE POPULAR
SCOTCH
IS
BLACK & WHITE

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS
By Appointment to
H. M. THE KING
AND THE PRINCE OF WALES
Supplied to all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road
Central.

Business Notices.
MAGNOLIA
ANTI-FRICTION
METAL
SOLE AGENTS—
W. S. BAILEY & CO.,
Engineers,
HONGKONG.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
s.s. HONAM, 2,363 tons, Captain R. D. Thomas.
s.s. POWAN, 2,338 tons, Captain G. P. Morrison, R.N.R.
s.s. FATSHAN, 2,230 tons, Captain W. A. Valentino.
s.s. HANOW, 2,073 tons, Captain B. Branch.
s.s. KINSHAN, 2,680 tons, Captain J. J. Lossie.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 5.30 p.m.
and 9 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 6.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
s.s. HEUNGSHAN, 1,898 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.


Canton-Macao Line.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

**JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.**
Canton-Wuchow Line.
s.s. SAINAM, 588 tons, Captain J. Wilton.
s.s. NANNING, 598 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO. LTD.

WILLIAM MACLEOD, D.D.S.,
DENTIST.
11 & 12, BEACONSFIELD ARCADE.
Hongkong, September 22, 1903. 1758

DR. NEWELL WILSON,
DR. WILLIAM DANIEL,
DENTISTS.
LATEST AMERICAN METHODS.
REASONABLE FEES.
NO CHARGE FOR EXAMINATIONS.
Office hours 9 a.m. to 1 p.m. and 2 to 5 p.m.
31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTRICAL and Latest Improved
41, QUEEN'S ROAD CENTRAL.
Entrance on Lee Yuen Street.
Hongkong, July 28, 1904. 1379

Bovril gives
strength.
nourishment and
tenacity. It is agreeable
to the taste, is stimulating
in its effects, is easily
assimilated and digested.
Bovril contains blood-
enriching and muscle-
building properties. Some
of the leading athletes of
the day train on Bovril.

BOVRIL
To be obtained from LANE,
CRAWFORD & CO., Queen's Road
Central.

CHHEE WING & CO., 義
28 & 29, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL CIDERES AND TREES,
CORRUGATED IRON, PIG IRON, &c.
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

PURE LINSEED OIL
Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.
MANUFACTURED BY
THE GOUDREPORE CO. LD.,
CALCUTTA.
Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.
W. R. Loxley & Co.,
Sole Agents,
Hongkong.
Cable Address 'LOXLEY,' Hongkong.
Hongkong, July 22, 1902. 1519

KING EDWARD
HOTEL.
A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).
Electric Passenger Elevator to each Floor.
Tables d'Hôte at Separate Tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1904. 1129

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD. LONDON).
Bell's Asbestos 'Daguer,' 'Daguer,' and other well known packings for Piston
Rods, etc., suitable for highest Pressures. Pump Packings, Joining Material, As-
bestos Cloth, Tape, and Boiler Door Joints, suitable for non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oil always in hand.
Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed, Cocks, Stop Valves, and Gauge Columns. Steam Ganges and
other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Voeux Road,
opposite King Edward Hotel entrance.

LANE CRAWFORD & CO.
SOLE AGENTS.

DELICIOUS WITH FRUITS, SWEETS, TEA, COFFEE, &c.
PRESERVED IN ALL ITS NATURAL RICHNESS.
PRICES: 30 Cents, 40 Cents, and 55 Cents.

CARLTON HOUSE
10, ICE HOUSE LANE.
FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.
COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.
For Terms, apply to
B. F. HOWARD, Lessee and Manager.
Hongkong, July 2, 1904. 1226

THINK
WHAT THE Possession of a SEWING
MACHINE Means.
And of course the SINGER is the Best.
PURCHASE BY
EASY MONTHLY INSTALLMENTS.
SHOWROOMS:
1, WINDHAM STREET.
Hongkong, July 28, 1904. 1262

HOTEL ORAIGIEBURN
PLUNKETS GAP, THE PEAK.
near the TRAM TERMINUS. TELEPHONE 54.
For Terms, Apply to the MANAGER. 743

MACAO AND CANTON
HOTELS.
A LITTLE CHANGE.
THE Round Trip from HONGKONG to
MACAO, thence to CANTON, and
back to HONGKONG, will be found in-
teresting and enjoyable.
Wm. Farmer,
Proprietor.
Hongkong, March 10, 1904. 482

TANG YUEN.
BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18 MACDONNELL ROAD.
Under European Management.
Apply at the House.
or
At FAIRALL & CO.,
Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 57

EAST PRAYA REGISTRATION
SCHEME.
AS PROPOSED TO THE HONGKONG
GOVERNMENT AND THE MARINE
LOTHOLDERS BY SIR PAUL
CHATER.
The Full Details Printed in Pamphlet Form.
NOW READY.
Copies may be had at China Mail Office,
opposite Prince of Wales Hotel.
Hongkong, July 2, 1904.

OSAKA SHOSHEN KAISHA.
It is hereby notified that the Undersigned
has this Day RESUMED CHARGE
of the COMPANY'S BUSINESS at this
Port.
T. ARIMA,
Manager.
Hongkong, July 28, 1904. 1377

NOTICE.
A H. WONG, who was formerly in the
Employ of our Company as 'HAR-
BOUR MAN' has now been DISMISSED.
He has now nothing to do with our
Company.
Customers, who favour us with any
Orders, are requested to send to our Office
at No. 25, PRAYA EAST, HONGKONG.
TUNG TAI TSEUNG KEE & CO.,
Engineers and Shipbuilders,
Wanchai.
Hongkong, July 28, 1904. 1276

NOTICE TO SHIPPERS.
THE NIPPON YUSEN KAISHA
prepared, during suspension of their
Trans-Pacific Service and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VIC-
TORIA, B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
ERN RAILWAY from SEATTLE as
hitherto, by the Steamers of the NORTH
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.N. COY.
For further Particulars, apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, May 20, 1904. 1213

THE KOWLOON HOTEL,
KOWLOON.
A High-class Tourist's Hotel under Am-
erican Management. First-class Uni-
fied, Beautiful Garden.
MONSIEUR CHABON,
T. W. OSBORN,
Proprietor and Manager.
Hongkong, January 20, 1904. 136

ZETLAND HOUSE.
SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
Mrs. WATLING, Proprietress.
Hongkong, July 27, 1904. 1874
BOARD AND RESIDENCE
'KILLADOON.'
ON North Spur of MORRISON HILL,
151, WANCHAI ROAD—Light,
Airy and Well-furnished Double and Single
Rooms with full view of the Harbour.
With or without board.
For Terms, apply on the Premises.
Mrs. C. S. WILSON,
Hongkong, July 2, 1904.

Business Notices.
GREEN ISLAND CEMENT CO., LTD.
Portland Cement.
In sacks of 375 lbs net, \$4.75 per sack, ex Factory
In bags of 250 lbs net, \$2.85 per bag, ex Factory
FACTORIES—HONGKONG AND MACAO.
Glazed Stoneware, Drain Pipes and Fittings, Glass
Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.
For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS.

MAJO LAREN'S
CANADIAN CHEESE
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903. 968


FAIRALL & CO.
Annual Summer Sale
COMMENCING
TUESDAY, 2nd August.
Hongkong, July 23, 1904. 1095

THE
HONGKONG HOTEL
REPLET WITH EVERY LUXURY.
ELECTRIC LIGHT AND FANS.
LARGE AND AIRY RECEPTION ROOMS.
READING AND PRIVATE BILLIARD ROOMS.
EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Laundry Service for Guests.
For Terms, apply
THE MANAGER.

THE
VICTORIA DISPENSARY.
PRICKLY HEAT LOTION.
THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.
DAKIN'S SINGLE SHIDLITZ.
A MOST AGREEABLE AND EFFECTIVE EYE-REFRESHING PREPARATION.
CAMPENOL.
UNEQUALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

W. BREWER & CO.
23 and 25, QUEEN'S ROAD.
Mercantile Navy List, and Maritime Directory, 1904. 100
Brassey's Naval Annual, 1904. 15.00
Whitaker's Almanack, 1904. 2.00
Collins's Graphic English Dictionary: Illustrated with Numerous Engravings and
16 Full Page Coloured Illustrations. 3.00
With the Tibetan Text and Temple, by Bijnhar. 4.00
Manchuria and Korea, by J. Whigham. 3.00
Stanley Gibbon's Stamp Catalogue: 2 Vols. 3.00
Later Magic. 2.00
The Bridge Book, by Dunn. 1.00
Advanced Bridge, by Elwell. 1.00
How to Win at Bridge. 1.00
Wide World Magazine, Volume 19. 4.00
The China Martyrs of 1900, by Forsyth. 2.00
Pitcher in Paradise, by Binns. 2.00
The Art of Swimming, by Jarvis. 1.00
The Vanguard, 'A Tale of Korea,' by Gale. 4.00

KUPPER PILSENER BEER.
The Leading Beer in the Far East. Unrivalled in
Quality. Always Bright and Sparkling and Free
from Sediment. It's uniform Sterling Quality has
earned for this Beer a degree of popularity not
attained by any other.

Caldbeck, Macgregor & Co.
SOLE AGENTS
Hongkong, July 18, 1904.
4, QUEEN'S ROAD.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
40, QUEEN'S ROAD CENTRAL.

JAPAN COALS.
mitsui BUSSAN KAISHA
(MITSUI & CO.)
HEAD OFFICE: 1, SUZUKI-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.
HONGKONG BRANCH: PRINCE'S BUILDING, ICE HOUSE STREET, FIRST FLOOR.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimoda, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Maizuru, Misaki, Hakodate,
Taipei etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano, and Ida Coal Mines.
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotani, Mameda, Mannoura,
Onoda, Otsu, Sasebo, Takahara, Yashimoto, Yashio, Yodokawa, and other
Coals.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

ENO'S A SIMPLE REMEDY

FOR ALL 'FRUIT IMPURITIES

OF THE BLOOD. **SALT.**

'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.'—European Mail.

CAUTION. See Capsule marked ENO'S 'FRUIT SALT'. Without it you have a
WORTHLESS IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENG.,
by J. C. ENO'S Patent.

Sold by Chemists, &c., everywhere.

Ideal Milk

ENRICHED 20 PER CENT.
WITH CREAM.

Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE
FOR FRESH MILK.



van Houten's
Best
& GOES FARTHEST
Cocoa
EXQUISITE FLAVOR

Intimations.

mitsui BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

Cable Address: 'IWASAKI',
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KANAGAWA
AND HANKOW.

AGENCIES.
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. A. ADA.

CONTRACTORS OF COAL to the Im-
perial Japanese Navy and Foreign Navies;
the Imperial Armies; the Imperial Rail-
way, Sanyo, Kinshu and the other Principal
Railways; Industrial Works; Home and
Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong,
Shanghai, Hankow, Singapore, Manila,
North China, Korea ports and America.
SOLE PROPRIETORS of Takashima,
Ochi, Shimizu, Naniwa and Kami-
Yama Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1905.
Sole Agents for Kigio, Komatsu (Tagawa)
and Matsushima Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Tak-
shima Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.
Hongkong, April 25, 1904.

BY ROYAL WARRANT TO HIS MAJESTY THE KING.

LEA & PERRINS' SAUCE

The Original and Genuine Worcestershire.

HOLLOWAY'S OINTMENT
Is an unfailing Cure
For Old Wounds,
Sores, Piles,
Fistulas, Bad Legs,
Bad Breasts.
AND
EVERY FORM OF SKIN DISEASE.

Manufactured only at
75, New Oxford Street, London. Sold by all Medicine Dealers.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.
Safest and most
Gentle Medicine for
Infants, Children,
Delicate Females,
and the
Weakness of Pregnancy.

DINNEFORD'S MAGNESIA

Intimations.

THE HONGKONG GYMKHANA CLUB.
THE SECOND MEETING of the
ABOVE CLUB will be held on
SATURDAY, the 30th Inst., at the HAPPY
VALLEY. First Race, start at 4 o'clock
sharp.
Tickets of Admission for non-members,
\$1 each, to be obtained at the Gate.
Ladies are invited.
GEO. K. HALL BRUTTON,
Hon. Secretary.
Hongkong, July 27, 1904.

ZETLAND LODGE.
No. 525, E.C.

A REGULAR MEETING of ZETLAND
LODGE will be held at FREEMASONS'
HALL, on TUESDAY, the 2nd August,
at 8.30 for 9 p.m. precisely. Visiting
Brothers are cordially invited to attend.
Hongkong, July 27, 1904.

**UNITED ASBESTOS ORIENTAL
AGENCY, LTD.**
NOTICE TO SHAREHOLDERS.

THE EIGHTH ANNUAL GENERAL
MEETING of SHAREHOLDERS
will be held in the OFFICES of DODWELL
& CO., LTD., Queen's Buildings, on
FRIDAY, the 5th August, 1904, at 3 p.m.,
for the purpose of receiving the Report of
the General Managers, together with a
Statement of Accounts to 31st May, 1904,
and for the election of an Auditor.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 22nd July
to the 5th August, inclusive.
DODWELL & CO., LTD.,
General Managers.
Hongkong, July 21, 1904.

**THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will
be held at the OFFICE of the COMPANY,
No. 18, Bank Buildings, Queen's Road
Central, on TUESDAY, the 16th August,
at 12 o'clock Noon, for the purpose of
receiving a Report of the Directors,
together with a Statement of Accounts
declaring a Dividend and electing Directors
and Auditors.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 2nd to
the 16th August, inclusive.
By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, July 26, 1904.

三字經
千字文
1.—THE TRI-METRIAL CLASSIC.
2.—THE THOUSAND WORDS' POEM
Translated from the Chinese
by E. J. EYRE, PH.D.
To be had—Price 75 Cents the set—from
the CHINA MAIL Office, 5 Wyndham
Street.

Intimations.

RAINIER BEER.

THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP.

M. J. CONNELL,
7, Beaconsfield Arcade.

SOLE AGENTS:
HONGKONG and PHILIPPINES.
Hongkong, July 28, 1904.

To Let.
TO LET.
No. 7, SALISBURY AVENUE, Kow-
loon. Possession 1st August, 1904.
Moderate Rental.
**THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon.** Possession on or
about 31st August, 1905.
MODERATE RENTALS.
Apply to
**HUMPHREYS' ESTATE & FINANCE
CO., LTD.**
Hongkong, July 28, 1904.
TO LET.
GODOWN No. 6, NEW PRAYA, KEN-
NEW TOWNS.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, July 28, 1904.
TO LET.
No. 52, HOLLYWOOD ROAD.
No. 11, MOSQUE JUNCTION. Full
View of Harbour.
WILD DELL BUILDINGS. No. 147, WAN-
CHAI ROAD. Comfortable and Airy Flats
of 2 or 3 Rooms, from \$25 inclusive of
Rates.
And others to suit various requirements.
S. A. SETH,
LAND & ESTATE BROKER,
DAIRY FARM CO.
Hongkong, July 14, 1904.
TO LET.
TWO ROOMS on the First Floor of
ALEXANDRIA BUILDINGS.
Apply to
SECRETARY.
A. S. WATSON & CO., Limited.
Hongkong, June 16, 1904.
TO LET.
A EUROPEAN HOUSE, No. 158,
PRAYA EAST.
Apply to
JARDINE, MATHESON & CO.,
Hongkong, July 15, 1904.
TO LET.
A LARGE OFFICE on GROUND FLOOR
No. 5, WYNDHAM STREET. Posses-
sion 1st August, 1904.
Apply to
THE SECRETARY.
The Bowling Club, Ltd.
Hongkong, July 13, 1904.
TO LET.
SAVOY CHAMBERS, Kowloon, a Four-
ROOM FLAT To Let.
Apply to
ANGLO-AMERICAN STORES,
Hongkong or Kowloon.
Hongkong, June 25, 1904.
TO LET.
No. 4, ORMSBY VILLAS, Kowloon.
Apply to
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, July 20, 1904.
TO LET—IMMEDIATE POSSESSION.
FOR 18 MONTHS.
'LEIGH TOR,' THE PEAK.
Apply to
JEBSEN & CO.
Hongkong, April 27, 1904.
TO LET.
COMFORTABLY FURNISHED
ROOMS, with Board, in Kowloon
Terrace.
Apply to
'C. A.'
Care of 'CHINA MAIL' Office.
Hongkong, July 22, 1904.
TO LET.
OFFICES in Nos. 10 and 15, DIS-
VOUX ROAD CENTRAL.
No. 10, WONG NEE CHONG ROAD, facing
Race Course.
No. 1, CLETON GARDENS.
No. 1, RUPON TERRACE, in FLATS.
No. 4, RUPON TERRACE, facing the
Polo Ground.
OFFICES, in Course of Erection, Gon-
NAGOR ROAD (near Blake Pier).
GODOWNS PRAYA EAST.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, July 28, 1904.

For Sale.
FOR SALE.
ONE ICE-MAKING MACHINE, with
GAS ENGINE Complete.
For Full Particulars, apply to
HUGHES & HOUGH,
8, Des Vaux Road.
Hongkong, June 27, 1904.
FOR SALE.
No. 1, 2 or 3 STEWART TERRACE,
THE PEAK.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.**
Hongkong, May 20, 1904.

Intimations.
**HONGKONG ICE COMPANY,
LIMITED.**
NOTICE.
IN accordance with the Provisions of
No. 104 of the Articles of Association of
the General Managers have, This Day
declared an INTERIM DIVIDEND for
the Half-year ended 30th June, 1904, of
FOUR DOLLARS per Share.
DIVIDEND WARRANTS may be
obtained on application at the Office of
the COMPANY, on and after TUESDAY, the
2nd August.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 23rd to
31st Inst., both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, July 10, 1904.
A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF
\$10 EACH.

PURSUANT to Resolution the General
Managers of A. S. Watson & Co.,
Limited, hereby invite applications from
the Shareholders of the Company for the
issue of 30,000 New Shares of \$10 each at a
Premium of 10 per cent or \$11 a Share.
Each Registered Shareholder on the 28th
day of September, 1904, applying for the
New Issue will be entitled to one share for
every two shares registered in his name.
Shares not applied for by those entitled to
apply will be dealt with by the General
Managers in accordance with Article 40 of
the Company's Articles of Association.
Applications for Shares in the New Issue
will be received by the Hongkong and
Shanghai Banking Corporation in Hong-
kong from the 28th September, 1904, to
the 30th September, 1904, both days
inclusive, and the whole amount of \$11 per
Share will be payable on application.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 28th
September, 1904, to the 8th October, 1904,
both days inclusive.
The present paid-up Capital of the Com-
pany is \$200,000, divided into 20,000
Shares of \$10 each, and the New Issue is
required to increase the Capital of the
Company to \$300,000 divided into 30,000
Shares of \$10 each.
The whole of the premium received from
the New Issue will be placed to the Credit
of the Permanent Reserve Fund.
The New Issue will rank for Dividend
for the three months ending 31st December,
1904, payable in May, 1905.
Forms of application for the New Issue
can be obtained at the Company's Office in
Alexandria Buildings, or at the Hongkong
and Shanghai Banking Corporation in
Hongkong, Shanghai, and London.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 22, 1904.

'WAYS.'

(FROM THE SPECTATOR.)

It is not easy to define exactly what we
mean when we speak of So-and-So's 'way,'
but it is an expression we all use—more
often in excuse. A 'way' is something
less fundamental than a characteristic, more
significant than a habit. In summing up a
character we must give some indication of
the subject's 'ways.' If we would make
the estimate at all adequate, we cannot con-
fine ourselves to reckoning up his qualities,
just as in painting a portrait we must
suggest the sitter's carriage as well as give a
delineation of his features. All the same, a
man's 'ways'—according to the colloquial
use of the word—are by no means always a
key to his real self. How often do we hear
some one abused by an acquaintance for
certain faults, and defended by a friend on
the ground that the conduct objected to is
'only his way,' and in no sense represents
his true character. Probably the acquain-
tance remains unconvinced, and says to
himself—'It was a small matter that I took
up, yet straw show which way the wind
blows.' The opposite proverb is, however,
a bad proof. A fruitful cause of 'ways'
which have no direct bearing upon charac-
ter is pure perversity. Almost all boys
and very young men have such 'ways.'
Sometimes, alas! they stick by them
through life. What perversity is who shall
tell us? Perhaps it is possession! Serious-
ly, though, it does sometimes seem as if
the citadel of self were shared by a sort of
little, very inferior partner, who had no
word in the graver transactions of life, but
who made his disagreeable little voice heard
every day in little things. Some delightful
natures manage to chuck him out of the
window in that hour of depression when
they perceive the departure of their very
first youth, but not all. It is curious how
much commoner perversity is in boys than
in girls. Every woman knows, both by
training and instinct, that part of her duty
in life is to be agreeable, or at any rate
that her happiness depends greatly upon
her success in that undertaking. In a very
attractive woman, firmly convinced of her
powers, we see it now and then. We ex-
cuse it for the sake of her charm, and—
'All that's madly wild or oddly gay.'
We call it only pretty Fanny's way.
But for the most part it is not excused by
the world, and, therefore, not indulged by
the individual.

Some 'ways,' while they do not truly
indicate present character, are the direct
outcome of that which is past, for character
changes to a certain extent, just as the
body changes, though identity remains.
There are unconventional 'ways' which
commemorate an original lawlessness,
faithfully repressed in every matter of con-
sequence. They represent, as it were,
neglected corners of character which have
never been brought under cultivation by
the ruthless plough of a well-disposed will.
These corners may produce wild flowers or
rank weeds, which may be charming or re-
pellent; anyhow, they should not be taken
into much account by a judge of character
who would be just. 'Ways' are difficult
to get rid of, and in some cases they appear
to be inherited. We once knew of a man
who, when a boy, had a solid admiration
for his father's character, but was perhaps
unduly irritated by his 'ways.' Being a
wise person, he did not resent these pecu-
liarities, but firmly resolved to forswear
them at all costs. In middle life he ad-
mitted that an inclination which was al-
most imperative was leading him to fall into
them, and that his resolution became every
year more difficult to carry out.

There can be, we think, no doubt that
what we call 'ways' are connected with
what are, at any rate, at first sight, faults
of character; and yet we think the best be-
loved men and women have most of them.
Are people, then, loved for their faults, and
the worse more loved than the better?
That is an ethical question which, like so
many other ethical questions, admits of no
direct answer. Virtue and vice are some-
times arbitrary terms. All questions can-
not be scheduled under two heads. There
are some ill-balanced virtues which do not
manage to hit off the happy mean between
two vices and which not only the outside
world, but even those who possess them,
often regard as faults. A mixture of im-
pulsiveness, sensitiveness, and zealous high-
mindedness is often spoken of simply as a
'hot temper.' For these qualities—summed
up as a fault—both men and women are
loved. There are some people whom the
virtue of pity leads to be always in favour
of the 'under-dog'; they cannot believe
that he is sometimes in the wrong, that he
begins the quarrel, and deserves the lick-
ing. The effect of their pity is sometimes
injustice, which is a serious fault; but it is
not surprising that when, through their ill-
judged assistance, the 'under-dog' gets
free of his enemy, he conceives a strong and
unchangeable affection for them. Very
suspicious characters generally have faults
and 'ways' which are connected with them.
Also they sometimes possess those unpre-
dictable qualities which men call virtues or
vices, according as they love or hate the
person who has them. A man ought prop-
erly to be called good or bad according to the
large or small amount of good there is in
him rather than according to the proportion
of evil. Some small characters are very
symmetrical, and are therefore, mistakenly
supposed to be perfect. So are some in-
ferior faces; but correct inferiority is a cold
thing, and delicate no odd. Shakespeare
says in 'Measure for Measure':—
'They say, best men are moulded out of
faults.'
And, for the most, become much more
the letter.
For being a little bad.

As a matter of theoretical ethics, the
statement might perhaps be argued to be
false, but it contains much practical truth,
and is only one more witness to Shake-
speare's imagined insight into human affairs.

SIR HENRY IRVING.

An Impressionist Pen-Picture.

"Smoky," as Oxtongue is affectionately called by her denizens, has long held a warm place in Sir Henry Irving's affections; and speaking there the other day our greatest actor brought himself to contemplate his definite retirement from the stage in two years' time. Sir Henry is not the man to inaugurate a series of "positively the last appearance," as certain famous actors of the past have not scrupled to do. Perhaps his most marked characteristic is a great personal dignity, which has in a sense placed him apart from many of his fellow-actors. Should, however, Sir Henry be brought to reconsider his decision, the whole English-speaking world will hail the news with delight.

Undoubtedly Sir Henry Irving will go down in history as one of the really great figures of the Victorian and Edwardian eras; undoubtedly, in the history of the stage, he will be remembered with Garriek and Kean. The judgment of the intelligent foreigner is the nearest we can get to the judgment of posterity, and certainly, tried by that standard, whether in France, in Germany, or in the United States, Sir Henry comes out triumphant. Here is a brilliant little pen-portrait of him by a French writer:—

Tall, lean, and a little bent, his gait short and quick, his face long framed in abundant grey hair falling over his shoulders, he has a strikingly individual appearance. His bright, black, deep-set eyes are shaded by thick eyebrows, and protected when he goes out by pinched nostrils bestriding a straight nose. His complexion is pale, his mouth of a delicate refinement, his chin well defined, denoting a strong and tenacious will. The expression of the whole is one of sympathy combined with energy.

Sir Henry Irving has appeared in many characters, but in none more than when he took his old Cornish suit, Mrs. Popenoe, to see the sights of London, and among others the great actor's valued friend, the Baroness Purdett Countess. She, who then saw the couple, has said that it was clear that Irving came of the best of the best stock. His aunt might have said for George Eliot's Dinah. She was a splendid old woman, a strict temperance Methodist, but kindly, vividly alive to all that was great, beautiful, and good in the world. It was, thanks to her, that the future Benedick, the future Hamlet, or, even the future Romeo, became early acquainted with the classics of our language, with the "Pilgrims' Progress," with "Paradise Lost," with "Old Songs of the Border," and last, not least, the Bible.

Sir Henry's views on dramatic art have often been quoted, but only one interviewer ever dared interrogate him on love—on the interpretation of the tender passion. He began by saying that he personally much preferred the part of Mephistopheles to that of Romeo, but admitted that love was an essential element in every successful drama. "Sometime a mere thread, as in 'A Story of Waterloo,' but always there, always there," "And how about Macbeth?" "Why, where is there deeper, more tragic love than in that shown by Macbeth for his wife?"

Irving at the Lyceum was compared by our present King, a very shrewd observer of men, to a successful general, and there he certainly showed himself possessed of rare power of organising men, for even a great general never has to manage a regiment of ladies! Sir Henry conducting a rehearsal at the Lyceum showed how true an estimate of his character the then Prince of Wales had formed of the actor to whom he has ever shown courteous attention and favour.

This is not the place to go over the long list of Irving's triumphs, but the amazing kindness and generosity of the man, as apart from the player and the manager, may be mentioned. When, some years ago, the whole affairs of the Lyceum and its lessee were being gone into by a group of devoted friends, it was found that no fewer than two hundred names were living, and had lived for years, on Sir Henry's unostentatious bounty!—London Opinion.

Intimations.

MRS. CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
Enlargement & SPECIAL FEATURES.
BRANCH HONGKONG HOTEL CORRIDOR.
1287

COOPER & CO.,

37, DES VOUX ROAD CENTRAL.
HAVE Established themselves as Tailors, Dressmakers, and Outfitters at the above place and have just unpacked an Assortment of Goods suitable for Gentlemen's Wear.
Orders not taken for Suits, Clothings, Underwear, etc., etc.
In giving us your Patronage all efforts will be made to give entire satisfaction.
A Trial Order if placed will justify your confidence.
Hongkong, June 10, 1904. 1294

HONGKONG HIGH-LEVEL TEAMWAYS COMPANY, LIMITED

TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 10.30 a.m. Every 30 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
SUNDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement with the company's Office, ALEXANDER BUILDING, Des Voux Road Central.

JOHN D. HUMPHREYS & SON
General Managers
Hongkong, June 23, 1904. 1281

THE LONDON DIRECTORY

CONTAINING over 2,000 pages of condensed commercial matter, enables enterprising traders throughout the Empire to keep in close touch with the trade of the Motherland. Besides being a complete commercial guide to London and its Suburbs, the London Directory contains lists of:

EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign markets they supply;
STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings;
PROVINCIAL APPENDIX of Trade Notices of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the 1904 edition will be forwarded free of charge on receipt of Post Office Order for 2s.
The London Directory Co., Ltd.,
25, Abchurch Lane, London, E.C. 4.

WASHERMAN'S BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price 81 each.
China Mail Office.

A MOST WHOLESOME AND REFRESHING BEVERAGE FOR SUMMER MONTHS.

JUST ARRIVED, ROSE'S LIME JUICE, COORDIAL and MONTERRAT LIME FRUIT JUICE prepared from West India Limes.
Entirely Free of Alcohol.
And, also
Various kinds of SYRUPS, LEMONS, RASPBERRY, ROSE, PINK APPLE, &c., &c.
H. RUTTONJEE,
No. 5, D'Agular Street,
or
37, Elgin Road, Kowloon.
Hongkong, July 14, 1904. 1287

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamer sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL.

| DEP. | STEAMER. | DESTINATION. | MAIL DUE LONDON ABOUT. | DUE. |
|---------|-------------------------|--------------|------------------------|----------|
| July 30 | P. & O. Ballarat | London | Aug. 29 | Sept. 14 |
| Aug. 2 | G. M. S. Prinz Regent | Bremen | Sept. 2 | |
| 9 | M. M. Oceanien | Marseilles | 8 | 6 |
| 13 | P. & O. Simla | London | 12 | 28 |
| 17 | G. M. S. Preussen | Hamburg | 16 | 20 |
| 21 | M. M. Thuringen | Marseilles | 20 | 28 |
| 25 | P. & O. Coromandel | London | 24 | Oct. 12 |
| 29 | G. M. S. Prinz Heinrich | Bremen | 28 | 4 |
| Sept. 3 | M. M. | Marseilles | Oct. 6 | |
| 10 | P. & O. Chusan | London | 9 | 26 |
| 14 | G. M. S. Gneisenau | Hamburg | 13 | 18 |
| 18 | M. M. | Marseilles | 23 | |
| 24 | P. & O. Nubia | Bremen | 27 | Nov. 8 |
| 28 | G. M. S. Bayern | Bremen | 31 | |

AMERICAN MAIL.

| DEP. | STEAMER. | DESTINATION. | DUE. |
|---------|-------------------|---------------|---------|
| July 31 | N. P. L. Hyades | Tacoma | 30 |
| Aug. 2 | P. M. S. Copitic | Tacoma | 10 |
| 13 | O. S. S. Mochon | Tacoma | 20 |
| 17 | P. M. S. Korea | Portland, O. | 20 |
| 21 | P. & A. Arabia | San Francisco | 20 |
| 24 | P. M. S. Gaelic | Tacoma | 1 |
| Sept. 1 | N. P. L. Shawmut | Portland, O. | 1 |
| 3 | P. M. S. Mongolia | San Francisco | 14 |
| 14 | P. & A. Aragonia | San Francisco | 25 |
| 17 | P. M. S. China | Tacoma | 5 |
| 21 | P. M. S. Doric | San Francisco | 18 |
| 24 | N. P. L. Tremont | San Francisco | 29 |
| 27 | P. M. S. Siberia | Portland, O. | 18 |
| 30 | P. & A. Numantia | San Francisco | 29 |
| Nov. 1 | P. M. S. Copitic | do. | 9 |
| 10 | do. | do. | 20 |
| 22 | do. | do. | 31 |
| 25 | do. | do. | 1905 |
| 15 | do. | do. | Jan. 13 |
| 27 | do. | do. | 24 |
| 1905 | do. | do. | Feb. 4 |
| Jan. 7 | do. | do. | 17 |
| 19 | do. | do. | 28 |
| 31 | do. | do. | Mar. 11 |
| Feb. 11 | do. | do. | |

CANADIAN MAIL.

| DEP. | STEAMER. | DESTINATION. | DUE. |
|----------|---------------------------|--------------|---------|
| Aug. 3 | C. P. R. Empress of China | Vancouver. | 24 |
| 10 | do. | do. | Sept. 3 |
| 20 | do. | do. | 14 |
| 30 | do. | do. | 24 |
| Sept. 21 | do. | do. | Oct. 12 |
| Oct. 5 | do. | do. | 26 |
| 19 | do. | do. | Nov. 9 |
| Nov. 2 | do. | do. | Dec. 16 |
| 16 | do. | do. | 1905 |
| Dec. 14 | do. | do. | Jan. 4 |
| 28 | do. | do. | 18 |
| 1905 | do. | do. | 31 |
| Jan. 11 | do. | do. | Feb. 2 |
| 25 | do. | do. | 13 |
| Feb. 8 | do. | do. | Mar. 1 |

AUSTRALIAN MAIL.

| DEP. | STEAMER. | DESTINATION. | DUE. |
|---------|--------------------|--------------|----------|
| July 30 | C. N. Taiyuan | Sydney. | Aug. 22 |
| Aug. 10 | do. | do. | Sept. 2 |
| 17 | E. & A. Empire | do. | 7 |
| Sept. 9 | C. N. Changsha | do. | Oct. 2 |
| 17 | E. & A. Eastern | do. | 8 |
| 27 | C. N. Chingta | do. | 23 |
| Oct. 15 | E. & A. Australian | do. | Nov. 5 |
| 25 | C. N. Tainan | do. | 7 |
| Nov. 16 | E. & A. Empire | do. | Dec. 9 |
| Dec. 9 | C. N. Changsha | do. | 1905 |
| 14 | E. & A. Eastern | do. | Jan. 1 |
| 20 | C. N. Chingta | do. | 18 |
| 1905 | E. & A. Australian | do. | Feb. 1 |
| Jan. 11 | C. N. Taiyuan | do. | 12 |
| 20 | E. & A. Empire | do. | 21 |
| Feb. 11 | C. N. Tainan | do. | 15 |
| Mar. 8 | E. & A. Eastern | do. | 29 |
| April 6 | do. | do. | April 16 |
| May 3 | do. | do. | May 24 |

His Britannic Majesty's Ships on the China Station

| Name. | Class. | Tons. | Guns. | H.P. | Captain. | Last reported at. |
|------------|-------------------------|--------|-------|--------|-------------------------------|-------------------|
| Albion | despatch-vessel | 1700 | — | 300 | Comdr. Richard M. Harbord | Wei-hai-wei |
| Albion | battleship, 1st class | 12,000 | 16 | 13,500 | Captain Sydney R. Fromante | Wei-hai-wei |
| Algeria | aloop | 1050 | 6 | 1400 | Commander R. Nugent | Behring Sea |
| Amphitrite | cruiser, 1st class | 11,000 | 16 | 18,000 | Capt. Charles Windham, C.V.O. | Wei-hai-wei |
| Andromeda | cruiser, 1st class | 11,000 | 16 | 18,000 | Capt. H. N. Oummaney | Wei-hai-wei |
| Brantford | gunboat, 1st class | 710 | 6 | 1300 | Lieut.-Comd. O. M. Madine | Yangtze |
| Britannia | gunboat, 1st class | 710 | 6 | 1300 | Lieut.-Comd. T. D. Pratt | Yangtze |
| Centurion | battleship, 1st class | 10,100 | 14 | 13,000 | Captain Fegan | Wei-hai-wei |
| Cressy | cruiser, 1st class | 12,000 | 14 | 21,000 | Captain Henry M. Tudor | Hongkong |
| Chorub | water tank and tug | 390 | — | 30 | | Hongkong |
| Edipée | cruiser, 2nd class | 6800 | 11 | 9600 | Captain Robert H. S. Stokes | Hongkong |
| Epigée | aloop | 1070 | 10 | 1400 | Comdr. Ernest Barton | Hongkong |
| Fame | torpedo boat destroyer | 360 | 6 | 5700 | | Wei-hai-wei |
| Faust | cruiser, 1st class | 1580 | 12 | 3200 | | Hongkong |
| Glory | battleship, 1st class | 12,950 | 16 | 13,500 | Comdr. P. V. Lewis, D.S.O. | Wei-hai-wei |
| Handy | torpedo boat destroyer | 275 | 6 | 4000 | Captain H. Walter G. Stopford | Hongkong |
| Hart | torpedo boat destroyer | 275 | 6 | 4000 | Reserve | Hongkong |
| Humber | storeship | 1440 | — | 800 | | Hongkong |
| Iphigonia | cruiser, 3rd class | 3600 | 17 | 9000 | Lieut.-Comdr. J. M. Riadore | Shanghai |
| Janna | torpedo boat destroyer | 280 | 6 | 3900 | Captain W. B. Fackner | Shanghai |
| Kinsale | river gunboat | 1400 | 18 | 31,692 | Lieut.-Comdr. A. Gregory | Yangtze |
| Leviathan | cruiser, 1st class | 14,100 | 18 | 31,692 | Lieut.-Comdr. O. P. Meicalfe | Wei-hai-wei |
| Maori | river gunboat | 180 | 2 | 800 | Captain Francis G. Kirby | Wei-hai-wei |
| Ocean | battleship, 1st class | 12,950 | 16 | 13,500 | Lieut.-Comdr. F. W. Noble | Wei-hai-wei |
| Onyx | torpedo boat destroyer | 350 | 6 | 6300 | Captain T. G. Groot | Hongkong |
| Other | aloop | 1015 | 6 | 1400 | Reserve | Yangtze |
| Rambler | Surveying-vessel | 835 | 6 | 650 | Commander John Nicholas | Amoy |
| Rinaldo | aloop | 880 | 10 | 1400 | Comd. D. St. A. Wako | Strait Division |
| Robin | river gunboat | 85 | 2 | 240 | Lt.-Com. R. E. Vaughan | West River |
| Rosario | aloop | 980 | 6 | 1400 | Comdr. T. Jackson | Yangtze |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lt.-Com. H. P. Attyay | West River |
| Sirius | cruiser, 2nd class | 3600 | 8 | 9000 | Capt. C. H. H. Moore | Strait Division |
| Snipe | river gunboat | 85 | 2 | 240 | Lt.-Comdr. Davidson | Yangtze |
| Taku | torpedo boat destroyer | 250 | 6 | 6500 | Fleet Reserve | Hongkong |
| Tamar | receiving ship | 4680 | 6 | — | Commander Dickson | Hongkong |
| Teal | river gunboat | 150 | 2 | 800 | Lt.-Comdr. R. V. Dugmore | Yangtze |
| Thetis | cruiser, 2nd class | 3400 | 8 | 9000 | Capt. A. C. Wilkinson | Yangtze |
| Tweed | coat of defence gunboat | 363 | 3 | 970 | Lieut.-Comdr. R. H. Keato | Yangtze |
| Vengeance | battleship, 1st class | 12,950 | 16 | 13,500 | Capt. Leslie Stuart, C.M.G. | Wei-hai-wei |
| Vestal | aloop | 880 | 6 | 1400 | Comdr. S. St. John Farquhar | Shanghai |
| Virago | torpedo boat destroyer | 355 | 6 | 6300 | Reserve | Hongkong |
| Waterwitch | surveying ship | 620 | — | 450 | Comdr. Ernest C. Hardy | Wei-hai-wei |
| Whiting | torpedo boat destroyer | 360 | 6 | 5900 | In Reserve | Wei-hai-wei |
| Woodcock | river gunboat | 150 | 2 | 800 | Lieut. Com. C. W. Wrightson | Upper Yangtze |
| Woodlark | river gunboat | 150 | 2 | 800 | Lieut. Com. Wason | Upper Yangtze |

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.

† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Foreign Men-of-war on the China and Japan Station

| Name. | Flag and Description. | Tons. | Guns. | H.P. | Captain. | Last reported at. |
|--------------------|--------------------------|--------|-------|--------|--------------------------------|-------------------|
| Aspern | Austro-Hungarian cruiser | 2437 | 20 | 7300 | Capt. Friedrich Grisenberger | Shanghai |
| Kaiserin Elisabeth | Austro-Hungarian cruiser | 4000 | 29 | 8000 | Captain Mitro | Shanghai |
| Achiron | French gunboat | 1796 | — | — | Comdr. Laforrière | Saloon |
| Alouette | French gunboat | 300 | — | — | Lieut. A. Varney | Saloon |
| Argus | French gunboat | — | — | — | Lieut. Crespin | Saloon |
| Aspie | French gunboat | 475 | 3 | 450 | Lieut. Journot | Saloon |
| Arvalanche | French gunboat | 580 | — | — | | Halong |
| Bengali | French gunboat | 580 | 29 | 8000 | Capt. Lellve | Tourane |
| Bugeaud | French cruiser | 3740 | — | — | | Saloon |
| Cass-tete | French gunboat | 8018 | 18 | — | Captain V. Poidlone | Halong |
| Chikaraenault | French gunboat | 525 | — | — | Commander Lonel | Halong |
| Comete | French gunboat | 680 | — | — | Commander L'Est | Shanghai |
| Decidée | French cruiser | 4000 | 31 | 9500 | | Saloon |
| D'Asses | French gunboat | 350 | — | — | Lieut. Jehenne | Halong |
| Etofe | French destroyer | 9376 | — | 20,200 | | Shanghai |
| Froude | French cruiser | — | — | — | | Halong |
| Guaydon | French gunboat | — | — | — | | Shanghai |
| Jean Riviere | French gunboat | — | — | — | | Halong |
| Keresit | French destroyer | 1250 | 6 | 2200 | Lieut.-Comdr. Beaussant | Shanghai |
| Keresit | French gunboat | 9700 | 12 | 19,600 | Commander Le Gollens | Shanghai |
| Montcalm | French cruiser | 4015 | 27 | 8500 | Captain Oros | Shanghai |
| Olry | French gunboat | 9437 | 8 | 6071 | Capt. Houet | Shanghai |
| Pascal | French cruiser | 1796 | — | — | Comdr. Senne | Shanghai |
| Redoutable | French gunboat | 9556 | 10 | 20,000 | Capt. Vincent | Shanghai |
| Sfax | French gunboat | 629 | 2 | 900 | Captain Gurbertau | Shanghai |
| Sully | French gunboat | — | — | — | Lieut. Holgne | Shanghai |
| Surprise | French gunboat | — | — | — | | Yangtze |
| Taklong | French gunboat | — | — | — | Captain Blondel | Saloon |
| Vaulan | French gunboat | — | — | — | Lieut. Carol | Halong |
| Vigilante | French gunboat | — | — | — | | Shanghai |
| Bussard | German cruiser | 1857 | 15 | 2900 | Comdr. Huss | Shanghai |
| Fatherland | German cruiser | 11,000 | 38 | 14,000 | Capt. Van Buslow | Shanghai |
| Fürst Bismarck | German cruiser | 1778 | 15 | 2960 | Comdr. von Studnitz | Shanghai |
| Geler | German cruiser | 6230 | 34 | 10,000 | Capt. Schroeder | Tientsin |
| Hansa | German cruiser | 6500 | 37 | 10,000 | Capt. Baron von Schimmelmann | Shanghai |
| Hertha | German gunboat | 1000 | 10 | 1800 | Comdr. Baron von M. Hüllsassen | Tientsin |
| Ilis | German gunboat | 800 | 10 | 1300 | Comdr. Wilbrandt | Tientsin |
| Jaguar | German gunboat | 850 | 10 | 1800 | Comdr. Krensch | Tientsin |
| Luchs | German gunboat | 1070 | 8 | 875 | Comdr. von Grumbkow | New Guinea |
| Möwe | German gunboat | 1640 | 15 | 2800 | Captain Voit | Shanghai |
| Seeadler | German cruiser | 2660 | 24 | 8700 | Comdr. Deimling | Shanghai |

ARRIVAL OF SIR MATTHEW NATHAN.

His Excellency's Speech.

An Extremely Hopoful Address.

The elements seemed to respond to the general unexpressed wish that His Excellency Major Sir Matthew Nathan, O.M.G., K.C.M.G., would arrive in Hongkong in fine weather, for this morning dawned bright and clear. A cool breeze swept across the island bringing with it a cooling influence and away the lines of steamers which flattered from mast to mast on many of the Merchant vessels, as well as men-of-war in the harbour. All around evidences of goodwill were to be seen and the animated look on the faces of all congregated at Blake Pier and thereabouts told of the expectancy with which they impatiently waited the coming of Sir Matthew Nathan. For days past officials had been busy arranging for the reception and Blake Pier looked a veritable conservatory after the able hands of the decorators had finished with it. Along all sides were ferns and palms, shrubbery and flowers. From pillar to post were strung garlands of green, picked out here and there with coloured flowers. Under the roof of the shelter to the pier were hung intersected rows of greenery, which effectively lived up the usually dull appearance of the interior of the structure. A crimson carpet had been laid down on the pier, and on the steps, and turning round the lamp post and the iron pillars the same colour lent added effect to the scene. The ladies and gentlemen present, clad for the most part in light colours, although the sombre blue found favour with a portion of the male section, added their quota to the general scene, and in the case of the ladies a very agreeable and refreshing sight was seen.

The American vessels in the harbour were covered with flags in honour of the occasion. A detachment of Sherwood Foresters were drawn up along the Quay, and H. E. Mr. F. H. May, accompanied by Mrs. May and Captain M. K. Hodgson, S.F., were early on the scene. A considerable crowd had already assembled on the pier, among whom were—His Excellency Major General Villiers Hatton, C.B., Sir William Goodman and Lady Goodman, Sir H. S. Berkeley, the Hon. L. A. M. Johnston, (Colonial Treasurer), A. W. Brevin (Registrar General), P. N. H. Jones (Acting Director of Public Works), Sir C. P. Chater, K.T., C.M.G., Dr. Ho Kai, M.B., C.M., C.M.G., Wei Yuk, R. G. Shewan, G.M., C.M.G., W. J. Gresson, Commander C. G. Dickson, R.N., C. E. Batt, R.N., (Commander's Secretary), Major Stevens, Major Pritchard, Colonel Kent, R.A., Colonel Watts, Colonel Burdwood, Colonel Webb, R.A.M.C., Captain W. G. Benson, Dr. Atkinson. The Rt. Rev. J. C. Hoare, Bishop of Victoria, The Roman Catholic Bishop, Rev. C. H. Hickling, Rev. T. W. Pearce, Mr. N. Noma (Japanese Consul), Mr. C. Z. Volpelli (Italian Consul), Mr. G. Liebert (French Consul), Mr. A. G. Romano (Portuguese Consul), Mr. N. Post (Austro-Hungarian Consul), Dr. Kruger (German Consul), Major Chapman, Pearce, Messrs U. H. J. Gompertz, H. P. White, E. Must, D. R. Law, R. A. Irvine, Captain Budeley (Superintendent of Police), P. J. J. Wodehouse, Messrs Fung Wa Chuen, Lau Chi Pak, and others.

At about a quarter to 10 o'clock the Nubia was sighted from Blake Pier coming up the Harbour under easy steam. She was displaying a good deal of hunting and together with the men-of-war which were liberally decorated, lent the harbour a gay appearance. She steamed up steadily through the shipping, followed by quite a flotilla of steam launches, and at a few minutes to 10 o'clock made fast to No. 4 man-of-war buoy. The boys of St. Joseph's College, to the number of 250, were out in a launch to meet the arriving Governor. As the Victoria passed the College launch the boys cheered lustily. His Excellency returned the salute with a good-natured smile.

At this moment a salute of seventeen guns boomed out from H.M.S. Edgely, and Harbour Master's launch Victoria containing Captain Barnes Lawrence, R.N. (Harbour Master), Mr. Basil Taylor (Assistant Harbour Master), and the Governor's Private Secretary, Mr. R. A. B. Posenby, were immediately brought up alongside of the Nubia and Sir Matthew Nathan, and Captain Arbutnot Leslie, A.D.C., disembarked. At 10.30 the launch drew up at Blake Pier and the Governor, in Windsor uniform, stepped ashore.

His Excellency Mr. F. H. May, Officer Administering the Government, accompanied by His Excellency Major General Villiers Hatton, O.B., Officer Commanding the troops, moved forward, and met Sir Matthew Nathan. His Excellency Mr. May introduced His Excellency Major-General Villiers Hatton, O.B., Sir William Goodman (Chief Justice), Sir H. S. Berkeley (Attorney General), the Members of the Legislative Council, the various Consuls, and leading citizens. After the ladies had been introduced to the Governor His Excellency was escorted to the chair kept in waiting, and the party moved off towards the Legislative Council. A salute of 17 guns, at intervals of about 15 seconds, was fired as the Governor stepped ashore, and the band of the Sherwood Foresters played a few bars of the National Anthem. Facing the pier the Sherwood Foresters were drawn up and saluted His Excellency. His Excellency was conveyed

along the Quay to the Naval Yard, thence to Garden Road and thence to the Council Chamber. The route was lined with European and Chinese police, and the Governor's chair was a special guard of twelve Indian policemen under Sergeant Corbett. All along the route large numbers of people had gathered and all paid a tribute to His Excellency as he passed, the salutes being courteously acknowledged. Everywhere cameras and enthusiasts were encountered. They took snapshots at the Pier and then rushed along to every point of vantage, where flash plates were exposed.

At the Council Chamber a guard of honour was formed by the 11th Mahrattas, and the central pathway was guarded by Police under Chief Inspector Baker. The entrance to the Council Chamber was tastefully decorated with ferns and flowers. Inside the Chamber all the members were in attendance; a large number of ladies were accommodated with seats, while outside on the verandah a considerable number of gentlemen were forced to stand, the whole of the inside accommodation being occupied.

When the members had taken their respective places—Mr. May taking his place as Colonial Secretary—Sir Matthew Nathan came in. As all present rose from their seats Sir Matthew bowed and then took the Governor's chair. The Chief Justice approached bearing in his hands the Commission which he proceeded to read.

Commission passed under the Royal Sign Manual and Signet, appointing Major Sir Matthew Nathan, R.E., K.C.M.G., to be Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies.

Edward the Seventh, by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India: To Our Trusty and Well-beloved Sir Matthew Nathan, Major in Our Corps of Royal Engineers, Knight Commander of Our Most Distinguished Order of Saint Michael and Saint George, Greeting.

We do, by this Our Commission under Our Sign Manual and Signet, appoint you, the said Sir Matthew Nathan, to be during Our pleasure Our Governor and Commander-in-Chief in and over Our Colony of Hongkong and its Dependencies, with all the powers, rights, privileges, and advantages to the said Office belonging or appertaining.

II. And We do hereby authorize, empower, and command you to exercise and perform all and singular the powers and directions contained in certain Letters Patent under the Great Seal of Our United Kingdom of Great Britain and Ireland, constituting the Office of Governor and Commander-in-Chief of Our said Colony and its Dependencies, bearing date at Westminster the Nineteenth day of January, 1888, or in any other Letters Patent adding to, amending, or substituting for the same, according to such Orders and Instructions as Our said Governor and Commander-in-Chief for the time being hath already received, and to such further Order and Instructions as you may hereafter receive from Us.

III. And further, We do hereby appoint that, as soon as you shall have taken the prescribed oaths and have entered upon the duties of your office, this Our present Commission shall supersede the Commission under the Sign Manual and Signet of Her late Majesty Queen Victoria, bearing date the Eleventh day of December, 1897, appointing Our Trusty and Well-beloved Sir Henry Arthur Blake, Knight Grand Cross of Our most Distinguished Order of Saint Michael and Saint George, to be Governor and Commander-in-Chief of Our said Colony and its Dependencies.

IV. And We do hereby command all and singular Our Officers, Ministers, and loving subjects in Our said Colony and its Dependencies, all others whom it may concern, to render due obedience hereunto, and give their ready obedience accordingly.

Given at Our Court at Saint James's, this Twenty-first day of September, 1902, in the Third year of Our said Majesty's said Majesty's Command.

By His Majesty's Command,
J. CHAMBERLAIN.

Sir Matthew Nathan retained his seat while the Commission and the Oath of Allegiance, Oath of Office and Judicial Oath were being read, after which he rose, and placing his hat upon his head, he took the three oaths.

When he had finished, the guard of honour drawn up outside gave a Royal Salute, and the Mahratta Band played several bars of the National Anthem. Almost at the same moment the Artillery saluted with a 21-gun salute. Sir Matthew Nathan then stepped ashore, and I have been looking forward to the ceremony which is just being completed, and which will be among those with whom my work is to lay for some years to come. However, I was delayed in West Africa in order to watch over the final steps in the completion of the railway from here to the coast to the interior—I allude to the line from Kowloon to Canton. (Applause.) It is a line which I consider to be essential to the commercial prosperity of the Colony. Nearly equally essential to the health and the improvement of the Sanitary conditions of Victoria is to do away with the ever-recurring scourge of plague. I am heartily in accord with the views of my able predecessor, Sir Henry Blake, that these improvements can only be effected by the support and co-operation of the millions of inhabitants—no opposition that was willing to give to him, and which I trust will be continued to me (Applause). If every individual maintains perfect cleanliness in his house and surroundings the plague must cease as a matter of course. It will be necessary for the Government to assist in the maintenance of cleanliness, and a large expenditure may be required for water supply and sanitation. To make this possible it seems to me that we shall require very careful administration of the public funds, and effect economies by restricting the expenditure in other directions. On this, as well as with regard to various questions affecting the commerce of the Colony, I have had the advantage in the last few days of having many talks with the Chairman of the Committee of the Chamber of Commerce of Hongkong, and these talks have taught me, as I was told in London, that I would always be able to expect hearty support and sound advice from the mercantile community of the Colony. I look upon the commerce now and in the future as one of the greatest of my charges. To secure this commerce it is necessary that the defences of Hongkong against hostile attack should be perfectly strong. I would add that the security of the Colony is necessary for the safety of the British Empire, and, therefore, the safety of all British trade in the Far East. His Excellency the Major-General, Commanding the Forces, has I am told, dealt with great earnestness with the question of making available the defences of the Colony of the resources in the Colony. This work is now being done, and every assistance I can give him—assistance

which will probably be none the less useful from the fact that for many years in another place I have been necessary for me to consider the development of the defence question of Hongkong. I have not the advantage of equal familiarity with another question which I shall be called upon to deal with. It was long time ago, and then only for a short period that I came into contact with members of the great Chinese race, and I am sure that their warm, sunny, and aspirations, so that I may have for them a real sympathy based on an understanding, and shall be able to treat them as I hope to treat all other classes of the community in all matters public or personal (Applause). I must also add that the long period that has elapsed since my departure from Sir Henry Blake and my arrival here this morning in order to voice the opinions that have come to me from many sources that during that period the affairs have been conducted by the Colonial Secretary, Mr. F. H. May, with energy and tact, judgment and faith. (Applause.)

When the Oaths had been administered, by the Chief Justice, a third salute was fired, and about a minute later His Excellency emerged from the Chamber, the band playing again the National Anthem. His Excellency next inspected the guard, being accompanied by Major-General Villiers Hatton, Major Hastings, Major Chichester, D.S.O., and Captain Ward A.D.C. The procession then left for Government House, the route being lined by Chinese police.

A Government Gazette Extraordinary was issued to-day notifying that His Excellency Major Sir Matthew Nathan, R.E., K.C.M.G., has taken the oaths of office, and that he had assumed the administration of the affairs of the Colony.

His Excellency Major Sir Matthew Nathan, R.E., K.C.M.G., entered the Royal Engineers in 1880, and served in the Nile Expedition of 1885. Four years later he took part in the Lushan Expedition, being awarded a medal and clasp. In the same year he was promoted to captain. From 1895 to 1899 he held the position of Secretary to the Colonial Defence Commission, and during that term, in 1898, he was appointed Major. He administered the government of Sierra Leone in 1899, and in the following year he was appointed Governor of the Gold Coast, Africa. It was as he was about to depart for Hongkong, but owing to his presence being required at the Gold Coast he was unable to take up his duties at once. He is a fine looking man with a genial open face, which leads one to expect a vigorous mind behind. His hair is just commencing to show the incrusts of time. Though not a very tall man, His Excellency is well built and carries himself well. That an outdoor life agrees with him is evidenced by the healthy tan on his face. He wore the Windsor uniform, and looked very fine in it, complimentary remarks being heard on all sides.

A QUESTION OF CONVENIENCES.

At a meeting of the Sanitary Board held yesterday, an application for permission to erect 24 built-in closets and seven urinals at the new building for the Hongkong Hotel Co., Reclamation Marine Lot No. 7, was considered.

The acting Director of Public Works minutes that it would be as well to know whether this (the proposed built-in) lavatory system, which was the depth of months. Some of the Praya wells were not inexhaustible.

Dr. Atkinson said that a report had been received from the Sanitary Surveyor saying that none of these reclamations buildings ever went short of water in this respect. The well for the new building had not yet been sunk. Under the circumstances Dr. Atkinson moved that the application be granted provisionally, which was carried.

Another application for permission to erect six water closets and three urinals at No. 2, Pedder Street was considered. Dr. Atkinson stated that if the premises were used as apartments they would accommodate 25 Europeans and Americans, and if they were used as offices about 25 Europeans would be employed there. The premises belonged to Messrs Jardine, Matheson & Co., and they proposed to have an independent water supply.

The Registrar-General thought it would be well to find out definitely whether or not these premises were to be used by Europeans. Water-closets of the description were as a rule only allowed in clubs and buildings occupied by Europeans. After discussion it was agreed to postpone the application until it was known to what purpose the building was to be put.

What Next?

The Leeds Physical Culture Society must really go slower. Up to the present it has condemned:

- Corsets.
- Fats.
- Games.
- Boots.
- Stockings.

It is not without a certain apprehension that we ask, 'What next?'—Leeds Daily News.

'Too Disgraceful for Words.'

The lines of the Native regiment at Tien-tsin are represented to be 'too disgraceful for words.' Although the Indian Contingent has been out there for four years nothing has been done to improve their barrack accommodation. We believe that there has been no lack of reports, or of schemes for improving the accommodation for officers and men. Recommendations sent forward in 1902 and 1903 have been pigeon-holed either in India or at home. The War Office declares that it has not received either reports or recommendations. In that case the responsibility must rest with the Indian military authorities, and Mr. Brodick, who readily admits that 'the question is one of importance as it concerns the health of officers and men,' will, we may hope, succeed in fixing it on the right shoulders. There ought to be no squeamishness on the part of the Indian Government in pressing the Home authorities to meet legitimate claims of this kind, since they on their part have been settling accounts with India never hesitate to exact the uttermost farthing—Overland Mail.

STEARNS' HEADACHE CURE

Must be Stearns' and you get the genuine.

SPORTING.

LOCAL AQUATIC.

Entries for the Swimming Race to be held on August 20 at the V. R. C. are coming in freely. For the Two-lengths handicap twelve entries have been received; for the Team Race fifteen; Diving for Plates has attracted nine; Hurdle Race eight and Water Polo thirteen. The V. R. C. teams for the Water Polo Shield competition are to be selected in a day or two.

HAWKING.

The Parramatta River, New South Wales, will to-morrow be the scene of a sculling race for the Championship of the World, and a stake of £200, a side, between Richard Tredder, of Carrington, N.S.W., Champion of Australia, and George Towns, of Drummond, N.S.W., World's Champion.

The conditions provide that the race should be rowed on the 30th July, at 4 o'clock in the afternoon, over the Parramatta River championship course—from the Ryde railway bridge to the Sydney Town wharf at Hunter, a distance of about three miles and 500 yards. Mr. William Beach was named as umpire (subject to his consent), and he was also charged with the duty of starting the race, if within 15 minutes the scullers should be unable to do so by mutual consent. The judge chosen was Mr. Fitzharding, and it was agreed that the rules and regulations of the New South Wales Rowing Association should be observed, and that the course should be with the tide.

The receipts from the steamers, which will follow the race in accordance with the regulations of the Sydney Harbour Trust, will be divided thus: 75 per cent. to go to Tredder winning, 25 per cent. to Tredder; in the other event, each man to take 50 per cent. At first glance, said Towns, the arrangement might seem one-sided. It should be remembered, however, that he had been away five years before he got the title. He had to spend a lot of money, and he came back with a lot of money, but he was not going to risk it without having something to fall back upon should the verdict be against him. When he left England for Canada he did not even know that Gaudaur had signed the articles, and it was only when he got to Rat Portage that he found out. Tredder was not a penny of the money. Tredder was not a penny of the money. Tredder was not a penny of the money.

When the two rivals shook hands on their compact there was great applause. Towns has been trained by Peter Kemp on the Parramatta River, a couple of months back he looked much thinner than he does now. He was not a penny of the money. Tredder was not a penny of the money. Tredder was not a penny of the money.

Chris. Nielsen was entrusted with the preparation of Tredder at his place at Putney. The Carringtonian took a short time to get into shape, but will have come down to about 12st. 2lb. Nielsen made a number of Tredder for this momentous occasion.

LOCAL GOLF.

The first round in the Drew Fawcett Cup has been completed, and considerable progress has been made in the second round. During last week the following games were decided:—FIRST ROUND—F. W. Lumsden, R.A., received a forfeit from F. P. Hott, C. M. Burnie defeated N. J. Stabb, Capt. Barnes Lawrence received a forfeit from O. A. Tomes, G. E. H. Beavin defeated T. C. Gray. SECOND ROUND—R. J. Johnson defeated R. de la Roche, R. J. Johnson defeated W. N. Anderson, C. A. Parker defeated W. D. Kraft, C. W. May defeated R. E. O. Bird, T. W. Rounsey—P. R. Scott defeated D. Forbes.

In the Second Round there are six games to be played, while there are seven more to be played in the Third Round.

In the Preliminary Round the First Round is also completed, while four games remain to be played in the second round. Results during last week were:—FIRST ROUND—Forrest and Smith received a forfeit from Sir H. S. Berkeley and M. W. Slide. SECOND ROUND—Parr and Barrie defeated Reynolds and Williams, Stabb and May defeated Parker and Mowat.

BOXING.

Lovers of boxing are to be treated to a night's fine sport on Monday night. No less than five contests have been arranged, two of which should provide exciting situations. The comic element appears to be included, as one of the bouts should prove amusing. J. Christie, who meets E. Smith, H.M.S. Edgely on Monday night, is training at the Metropole Hotel, and can be depended upon to give a good account of himself when the contest takes place. It is rather unfortunate that J. Burke had the misfortune to fall ill as the time for the bout approached, for, from all indications, he would have put up an exciting fight.

At the Kowloon Bowling Green to-morrow afternoon, spoon competitions will take place, commencing at 4.30 p.m., and afterwards the 'Neils' bowls will be presented by the donor, Mr. James Neils. The winners are Mr. J. Galt and Mr. J. Ramay.

HOME CRICKET.

A telegram from London July 13 states:—The following cricket matches have resulted in being drawn:—Nottingham v. Leicestershire; Middlesex v. Essex; Warwickshire v. Surrey; Kent v. Sussex; Yorkshire v. Lancashire; Lancashire v. Warwickshire; Warwickshire v. Gloucestershire; Gloucestershire v. Hampshire.

LONDON, JULY 19.

Somerset has been defeated by Hampshire by 222 runs. The match was won by Surrey, Yorks v. Kent, and Warwick v. L.C.C. were drawn.

The Championship table up to July 17th stands as follows.

| League | Yorkshire | Leicestershire | Surrey | Warwickshire | Gloucestershire | Worcestershire | Hampshire |
|---------|-----------|----------------|--------|--------------|-----------------|----------------|-----------|
| Runs | 10 | 8 | 6 | 4 | 3 | 2 | 1 |
| Wickets | 10 | 8 | 6 | 4 | 3 | 2 | 1 |
| Runs | 10 | 8 | 6 | 4 | 3 | 2 | 1 |
| Wickets | 10 | 8 | 6 | 4 | 3 | 2 | 1 |

BY WHARF AND WAVE.

The s.s. Tintin which put into Margao with her cargo on fire, was expected to arrive at Bombay early on July 13.

While a crane in the engine room of the British India steamer Kintana was being shifted on July 22, at Singapore, it slipped and fell on to the Third Engineer, knocking him down and fracturing his left thigh. The injured man was at once taken to the General Hospital.

The German steamer Elsa, 2,664 tons, reached Olga Bay, north of Vladivostok, with coal for the Russians, early in June. The risk of capture, etc., on this steamer for the voyage from Sabang to Olga Bay were written in London at ten guineas per cent. The Elsa would carry about 4,000 tons of coal.

The Commander (Captain C. J. Benton) of the P. & O. steamship Soolwa, which arrived at Kobe from Yokohama on July 20, reports to the local Agent that between Oshima and Rock Island the vessel passed a large quantity of floating debris, some miles in extent, consisting mostly of stumps of trees and barks of timber, some of which were large enough to damage a ship's propeller if struck by them. The Commander of the Macao, Captain W. H. Selby Hall, also reports to the same effect.

The steamer Spring, which was recently captured by a Japanese cruiser off the Shantung Peninsula and taken to Sascho, was navigating under the British flag. The vessel left Shanghai on July 11 for Chingwangtao, near Suanhaiwan, via Newchwang and Tientsin. The principal items of her cargo are Mexican dollars, rice, flour, wine and sugar, and the total value of the cargo is said to be very large. Another steamer, the Peiping, is reported to have been captured and taken to Sascho on July 20. The cases of both the captured steamers will, of course, be considered by the Prize Court.

STEARNS' WINE, whets the appetite. Aids the digestion, improves assimilation, strengthens the stomach so that food does good. Stearns' Wine.

To-day's Advertisements

BEN LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP BENVOIRIOH.
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 4th August, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 11th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd August, at 2 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, July 29, 1904. 1387

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NUBIA.

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, etc., ex s.s. Moldavia. From Penang, etc., ex s.s. B.I.S.N. and s.s. P.N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m., To-day.

Goods not cleared by the 4th August, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be received. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintending Agent. Hongkong, July 29, 1904. 1388

To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL.



For Particulars, apply to KELLIE AND WALSH, Hongkong. Or to the YOST TYPEWRITER CO., LD., 50, HOLBORN VIADUCT, LONDON, E.C. Shanghai, January 8, 1904. 20-5

Metropole Theatre.

METROPOLE HOTEL.

Sole Proprietor, Mr. JAS. CHRISTIE.

SATURDAY, JULY 30.

CONTINUED SUCCESS OF THE NEW ARTISTS.

Introduced by the WARE AND ROSS ENTERTAINERS.

A N INNOVATION; Our Grand First Part.

MINSTRELSY, OHIO FAROE, NEW ACTS.

NEW SONGS, NEW DANCES.

A CYCLOPE OF FUN.

INTERESTING, NOVEL AND ATTRACTIVE.

Prices \$2 and \$1.

Overture 9. Performance 9.15.

Hongkong, July 29, 1904. 1391

DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW AND TAKAO.

THE Company's Steamship HAICHING.

Captain HONGKING, will be despatched for the above Ports TO-MORROW, 30th Inst., at 2 p.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, July 29, 1904. 1392

DOUGLAS STEAMSHIP COMPANY.

LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship THALES.

Captain ROBINSON, will be despatched for the above Ports on TUESDAY, the 2nd August, at 11 a.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, July 29, 1904. 1389

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 8th August, 1904, at 1 p.m., the Company's Steamship OCEANIC, Captain ROBINSON, will leave this Port for SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Cargo and Specie will be registered for London & all for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 8th August, Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, July 29, 1904. 1390

Entertainments.

THEATRE ROYAL.

CITY HALL.

MONDAY (BANK HOLIDAY) August 1.

MAINE EVENT.

20 ROUNDS CONTEST.

Between Ted. Smith of H.M.S. Edgely and J. Christie of Hongkong. (Owing to the illness of J. Dunlop, Smith has agreed to fight Christie under the same conditions.)

PRELIMINARIES.

10 ROUNDS CONTEST.

Between 'Strick' Egan, Champion Featherweight of the China Station, and P. H. Savage of Australia.

8

Shipping.

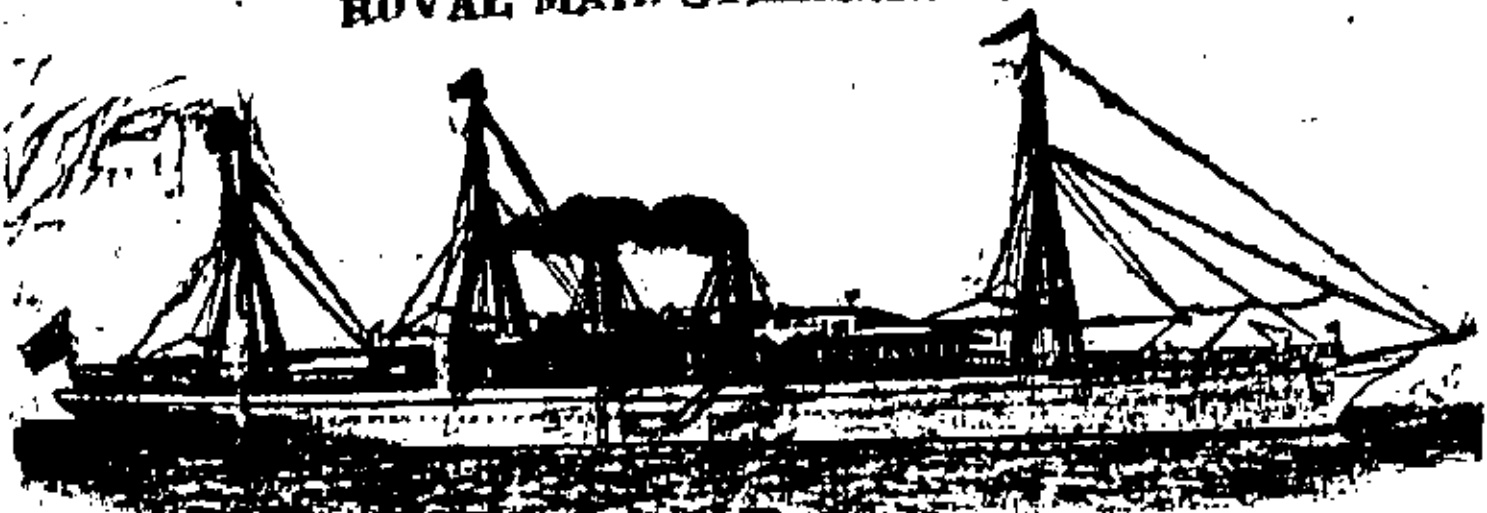
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

| named — | STEAMERS | TO SAIL ON | REMARKS |
|-----------------------|---------------------------------|------------------|---------------------------|
| SHANGHAI, MOJI & KOBE | Nubia, F. N. TILLARD | About 30th July | Freight and Passage. |
| LONDON, &c. | Ballaarat, C. R. TONGER, R.M.S. | Noon, 30th July | See Special Advertisement |
| LONDON & ANTWERP | Socotra, C. J. BUNYON, R.M.S. | About 6th August | Freight only. |

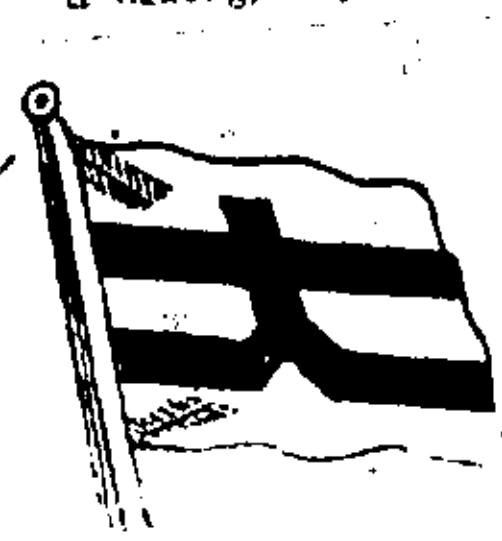
P. & O. S. N. Co.'s Office,
Hongkong, July 29, 1904.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.
(Subject to Alteration.)
PROPOSED SAILINGS FROM HONGKONG: (Subject to Alteration.)
R.M.S. EMPRESS OF CHINA 6000 Tons..... WEDNESDAY, Aug. 3, 1904.
R.M.S. TARTAR 4425 Tons..... WEDNESDAY, Aug. 10.
R.M.S. EMPRESS OF INDIA 6000 Tons..... WEDNESDAY, Aug. 24.
R.M.S. EMPRESS OF JAPAN 6000 Tons..... WEDNESDAY, Sept. 21.
R.M.S. ARDENIAN 3882 Tons..... WEDNESDAY, Oct. 5.Hongkong to London, Int. Class, via St. Lawrence 260, via New York 282.
Intermediate to St. Lawrence, " 240, " 242.
Intermediate to New York, " 240, " 242.THE magnificent "EMPERESS" STEAMSHIPS passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, apply to D. W. CRADDOCK, Acting General Agent,
FREDERICK STREET, HONGKONG, June 22, 1904.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,
MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | Tons | Captain | To SAIL ON |
|-----------|------|---------|------------------|
| ARABIA | 4483 | BAHLE | August 13, 1904. |
| ARAGONIA | 5198 | SCHULTZ | Sept. 14, 1904. |
| NUMANTIA | 4370 | WAGNER | Oct. 23, 1904. |
| NICOMEDIA | 4370 | WAGNER | Oct. 23, 1904. |

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply toPORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, July 21, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| For | STEAMERS | LEAVING |
|----------------------------------|------------------------------------|-----------------------------------|
| TAMSUI, Via SWATOW AND AMOY, | FRITHJOF, Capt. H. A. HARALDSEN | SUNDAY, 31st July, at 10 a.m. |
| FOOCHOW, Via SWATOW AND AMOY, | TRIUMPH, Capt. A. HANSEN | WEDNESDAY, Aug. 3, at 10 a.m. |
| TAMSUI, Via SWATOW AND AMOY, | M. STRUVE, Capt. T. BRANDT | SUNDAY, 7th Aug., at 10 a.m. |
| ANPING, Via SWATOW AND AMOY, | FRITOS, Capt. H. KRATT | WEDNESDAY, Aug. 10, at 10 a.m. |

On account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above-named chartered
Steamers have been retained instead for the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.
For Freight, Passage, and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.
T. ARIMA, Manager.

Hongkong, July 23, 1904.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains | To SAIL |
|----------|------|---------------|------------|
| HYADES | 3753 | Geo. Wright | August 11. |
| SHAWMUT | 3606 | W. M. Smith | August 31. |
| TREMONT | 3606 | T. W. Garlick | October 1. |

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 3606 tons Capt. W. M. Smith... About 12th August.
S.S. TREMONT 3606 tons Capt. T. W. Garlick... About 10th September.FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.The Twin-screw s.s. Shawmoot and Tremont have just been fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Doddwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, July 29, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AFRICAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|------------|----------------|
| GLASGOW AND LIVERPOOL | MACHAON | 28th August. |
| GLASGOW AND LIVERPOOL | GLAUCUS | 12th August. |
| GLASGOW AND LIVERPOOL | IDOMENEUS | 12th August. |
| GLASGOW AND LIVERPOOL | TYDEUS | 26th August. |
| GLASGOW AND LIVERPOOL | ANTHOS | 2nd September. |
| GLASGOW AND LIVERPOOL | TELEMACHUS | 4th September. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|---------------------------------|----------|--------------|
| LONDON, AMSTERDAM & ANTWERP | KEKON | 2nd August. |
| LONDON, AMSTERDAM & ANTWERP | MOYUNE | 16th August. |
| * GENOA, MARSEILLES & LIVERPOOL | SARFON | 20th August. |
| LONDON, AMSTERDAM & ANTWERP | FELEUS | 30th August. |
| LONDON, AMSTERDAM & ANTWERP | GLAUCUS | 16th Sept. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|--|----------|--------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA. | MACHAON | 11th August. |

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 23, 1904.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO SAIL |
|---|-----------|-------------|
| THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNS VILL, BRISBANE, SYDNEY and MELBOURNE | TAIYAN | 30th July. |
| MANILA | TEAN | 3rd August. |
| CREBU AND LOILO | SUNOKIANG | 6th August. |

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 27, 1904.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captains | For | Sailing Dates |
|-----------|------|--------------|---------------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila Direct | July 30, at 10 a.m. |
| RUBI | 2540 | R. W. Almond | Manila Direct | Aug. 6, at 10 a.m. |
| PERLA | 1980 | A. H. Notley | | |

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

Hongkong, July 23, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
KWONG OHOW,
1,309 tons..... Captain J. P. MARTIN.
KWONG TING,
1,338 tons..... Captain H. W. WALKER.
Leave HONGKONG for CANTON at 8.30
Every Evening (Sundays excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday ex-
cepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity.
Passage Fare—Single Journey...\$4.00
Meals " \$1.00 each
The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST,
Hongkong, February 18, 1904. 313HONGKONG-MACAO
LINE.S. S. "WING CHAI,"
CAPTAIN SAMUEL BIRD SMITH.
DEPARTURES from HONGKONG on week
days at 7.30 a.m.; Excursion on Sun-
days at 8.30 a.m.; from MACAO week days
at about 2 p.m.; Sundays at about 7.30 p.m.
FARE (week days) 1st Class (including
cabin and servant) \$3; Return Ticket \$5.
2nd class \$1.
3rd " 50 Cents.
On excursion Sundays 1st, 2nd, 3rd Class
Single Ticket \$2. Return Ticket \$3. Re-
turn Ticket, including cabin and dinner
either on board or at Macao Hotel, \$5. On
Sundays, \$5 extra will be charged for each
cabin which has accommodation for 2 or
more passengers.
Wharf—At the Western end of Wing
Lok Street.
The steamer runs an excursion trip every
Sunday. It takes only 2 1/2 hours to reach
Macao.MING ON & CO.,
2nd Floor, 16, Victoria Street,
Hongkong, September 7, 1903. 1899

HONGKONG

A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.
Reprinted from the "China Mail."
Price Fifty Cents.To be had at the "China Mail" Office,
5 Wyndham Street.THE
HONGKONG
DOCKS.A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.
Reprinted from the "China Mail."
Price Fifty Cents.To be had at the "China Mail" Office,
5 Wyndham Street.THE
HONGKONG
DOCKS.A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.
Reprinted from the "China Mail."
Price Fifty Cents.To be had at the "China Mail" Office,
5 Wyndham Street.THE
HONGKONG
DOCKS.A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.
Reprinted from the "China Mail."
Price Fifty Cents.To be had at the "China Mail" Office,
5 Wyndham Street.

Shipping.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for DATA-
VIA PERMANENT GULF, CON-
TINENTAL AMERICAN AND
SOUTH AFRICAN PORTS.THE Steamship BALLAARAT, Captain
C. R. LONDON, R.M.S., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY,
the 30th July, at Noon, taking Passengers
and Cargo for the above Ports in connection
with the Company's s.s. Egypt, 7913
tons, from Colombo. Passengers' accommo-
dation in which vessel is secured before
departure from Hongkong.
Silk and Valuable Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Arabia, due in London on the 12th Sep-
tember, 1904.Parcels will be received at this Office
until 4 p.m. the day before sailing.
Contents and value of all packages are
required.For further Particulars, apply to
F. A. HEWITT,
Superintendent.

Hongkong, July 16, 1904. 1308

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR KOBE.

THE Steamship
EMPIRE,
Captain HELMS, will be despatched as
above on SATURDAY, the 30th inst., at
Daylight.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Sur-
geon are carried.N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, July 27, 1904. 1364

FOR MANILA.

THE American Steamship
LEGASPI,
Captain D. YERBAH, will be despatched as
above on TUESDAY, the 2nd August.This steamer has Superior Accommodation
for First-class Passengers, and is
fitted throughout with Electric Light.For Freight or Passage, apply to
BARRETTO & CO.,
Agents.

Hongkong, July 27, 1904. 1373

FOR SINGAPORE, PENANG AND
CALCUTTA.THE Steamship
GREGORY APOAR,
Captain J. G. OLIPHANT, will be despatched
for the above Ports on WEDNESDAY,
the 3rd August, at 3 p.m.For Freight or Passage, apply to
D. SASSOON & Co., Ltd.,
Agents.

Hongkong, July 28, 1904. 1881

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

To SAIL 1904.

BEDOUIN About Aug. 10.

LOWTHER CASTLE Aug. 25.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, July 23, 1904. 110

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at THOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)THE Steamship
EMPIRE,
Captain HELMS, will be despatched for
the above Ports on WEDNESDAY, the
17th August, at Noon.This well-known Steamer is specially
fitted for Passengers, and has a Refriger-
ating Chamber, which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Sur-
geon are carried.N.B.—To ensure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, July 26, 1904. 1355

STEAMSHIP SERVICE TO NEW
YORK, via SUEZ CANAL.

(With liberty to call at Philippine Ports)

THE Steamship
HUDSON,
will be despatched on or about SATUR-
DAY, the 10th September, 1904.For Freight or further information,
Apply to
STANDARD OIL COMPANY
OF NEW YORK.Original Freight Department,
Hongkong, July 27, 1904. 1375

Shipping.

'BEN' LINE OF STEAMSHIPS.
FOR MARSEILLES, LONDON AND
ANTWERP.THE Steamship
BENLAIN,
Captain WALLACE, will be despatched as
above on or about TUESDAY, the 9th
August, 1904.For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, July 21, 1904. 1344

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, via SUEZ CANAL.

THE Steamship
EPSOM,
Captain J. WHITE, will be despatched for
the above Port on or about THURSDAY,
the 26th August.For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, July 25, 1904. 1327

Intimations.

OARMICHAEL AND
CLARKE.CONSULTING ENGINEERS AND
SHIPBUILDERS.SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'OARMICHAEL,' HONGKONG.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903. 563

'SIR ROBERT HART'S
MEMORANDUM.'A Series of Articles on Sir ROBERT
HART'S SCHEMES for the Improve-
ment of China.Reprinted from the China Mail. To be
had in pamphlet form at this Office.

PRICE 50 CENTS.

Hongkong, July 4, 1904. 1237

THE COMMERCIAL LAW AFFECT-
ING CHINESE;With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.

(Reprinted from the China Mail.)

For Sale at the China Mail Office.

Price \$1.00.

Hongkong, July 27, 1904. 1364

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

ADVERTISE

Notices to Consignees.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.THE Steamship Gregory Apor, having
arrived from the above Ports, Con-
signees of Cargo are hereby informed

